

## **EXHIBIT F**



**POLARIS**

S N O W M O B I L E S 2 0 0 0

PERFORMANCE

TWO-UP

DEEP SNOW

TRAIL LUXURY

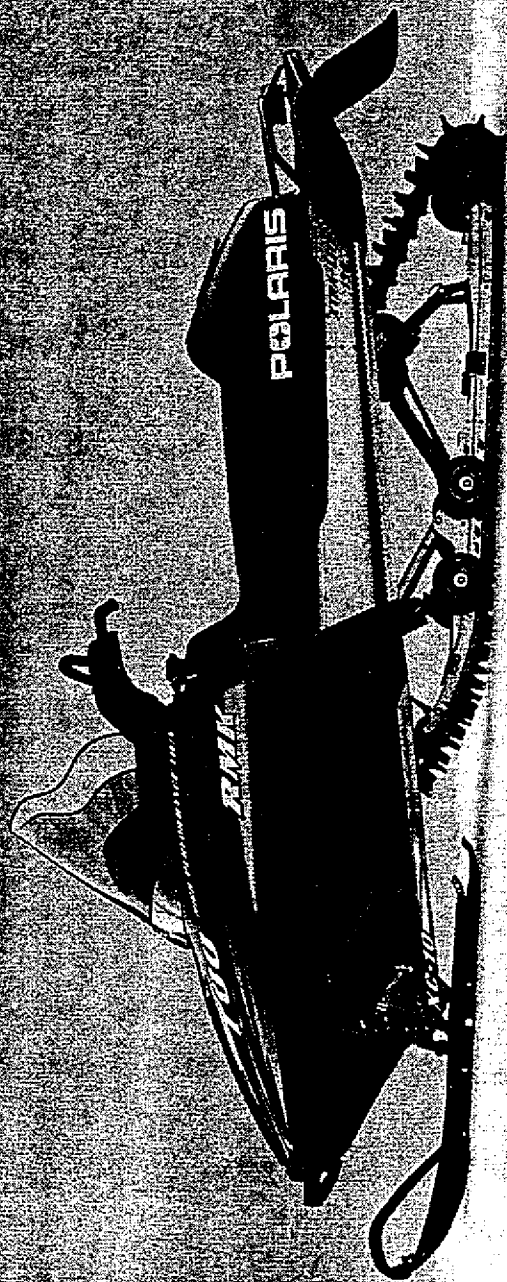


FOR THE POLARIS RIDER'S FIRST SNOWFALL, A POLARIS RIDER'S MIND IS ALREADY  
MULCHING. INTO POWDER, IT'S A LOVE NOT EASILY UNDERSTOOD, UNLESS YOU'VE  
BEEN ON OUR sleds. BECAUSE NOTHING FEELS LIKE A POLARIS. WE SHOULD KNOW.  
WE DESIGN THEM. WE RIDE THEM. AND WE METICULOUSLY BUILD EACH OF THEM  
WITH OUR OWN UNIQUE EXPERIENCES AND UNDYING PASSION FOR SLIDING IN  
AND OUT OF THE WHIT. SLIDING WITH A POLARIS IS MORE THAN JUST MACHINERY  
AND A LITTLE KNOWLEDGE. IT'S A SENSE OF THE RIGHT THING TO DO. IT'S  
THAT INSTANT KNOWLEDGE ABOUT OUR MACHINE AND A TRUE KNOWLEDGE OF OUR  
SELF WITHIN THE DISCIPLINED AND JOINTS WITH EVERY PULSE OF THE THROTTLE.  
IT'S THE WAY FOR THE POLARIS. IT'S THE WAY FOR THE POLARIS. IT'S THE WAY FOR THE

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IT'S NOT JUST A SPORT.

IT'S A CALLING.



WE'VE NEVER BEEN ONES TO LEAVE WELL ENOUGH ALONE. SO EVEN AFTER 1999, A YEAR WITH THE  
GREATEST CHANGES IN POLARIS HISTORY, WE'RE STILL GETTING BETTER. FOR 2000, FOUR MODELS COME WITH

ALL NEW DOMESTIC POWERPLANTS (VARIABLE EXHAUST IN THE 500 XC-SP, VARIABLE EXHAUST IN THE 600

# POLARIS 2000. PREPARE ALL FI

XC-SP & 600 TOURING, AND AN 800 TWIN IN THE 800 RMK). FOUR ADDITIONAL MODELS (SPORT TOURING,

Tipped-in XC-10 Trailing Arms: Unlike competitive trailing arm designs, these arms put more ski on the trail and give you better control and handling. Which means, you get all the confidence you need to take the corners with authority.



TRAIL TOURING, 600 XC DELUXE, AND THE 500 RMK)

NOW OWN IMPROVED PERFORMANCE ENGINES WITH

EXTRA-ADRENALINE-INDUCING-POWER. MOST MODELS SPORT THE SLEEK, NEW GEN II BODY STYLE. SIXTEEN

MODELS WEAR AN IMPROVED FRONT AND/OR REAR SUSPENSION AND/OR NEW CHASSIS FOR EXTRA

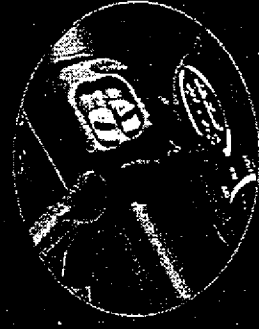
COMFORT. ELEVEN MORE SLEDS UTILIZE NEW HI-PERFORMANCE HYDRAULIC DISC BRAKES WITH "STOP ON A

# VE SENSES TO WORK OVERTIME.

SNOWFLAKE" ABILITY. EIGHT MODELS GOT HOOKED UP WITH QUIET SOUND PACKAGES THAT DON'T

SACRIFICE PERFORMANCE. AND, FINALLY, 14 MODELS SHED

SIGNIFICANT POUNDS THIS YEAR TO OFFER A LIGHTER, BETTER RIDE.



*Left hand control grouping: It's all in the left. This convenient award winning design includes thumbwarmer switch, hand and thumbwarmer controls, an easy-pull brake, and, on the 700 XC Deluxe, an electronic shock control.*



YOU'D SEE YOUR BREATH

IF IT WASN'T ALREADY  
TAKEN AWAY.



POLARIS

50th Anniversary Edition

500 XC SP

TAKE A BIG GULP OF AIR BEFORE YOU

START THESE MACHINES. THEIR ENGINES

ARE BRED FOR PURE PERFORMANCE,

GOOSEB BY OUR VARIABLE EXHAUST

SYSTEM AND KICKED INTO GEAR BY

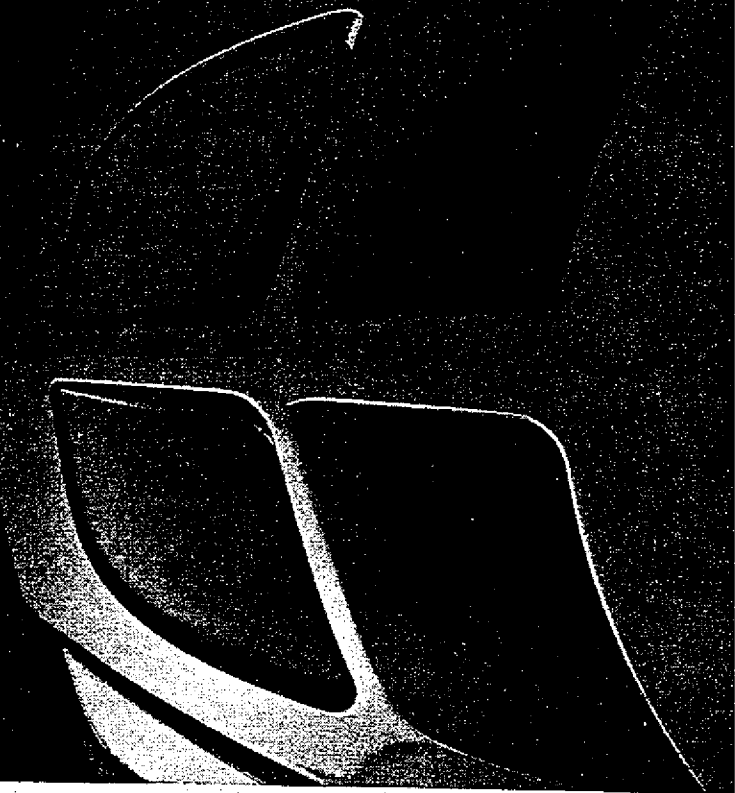
THE POLARIS 500 XC

INCREASED  
OUR XC  
TIPRED

POLARIS

POLARIS

P E R F O R M A N C E







## THE 45TH ANNIVERSARY INDY 500 XC SP

*After 45 years of making sleds, it's safe to say we know how to make a great sled. A good example is*

*our limited edition 45th Anniversary 500 XC SP. For 2000, this sled gets the Gen II look and controls,*

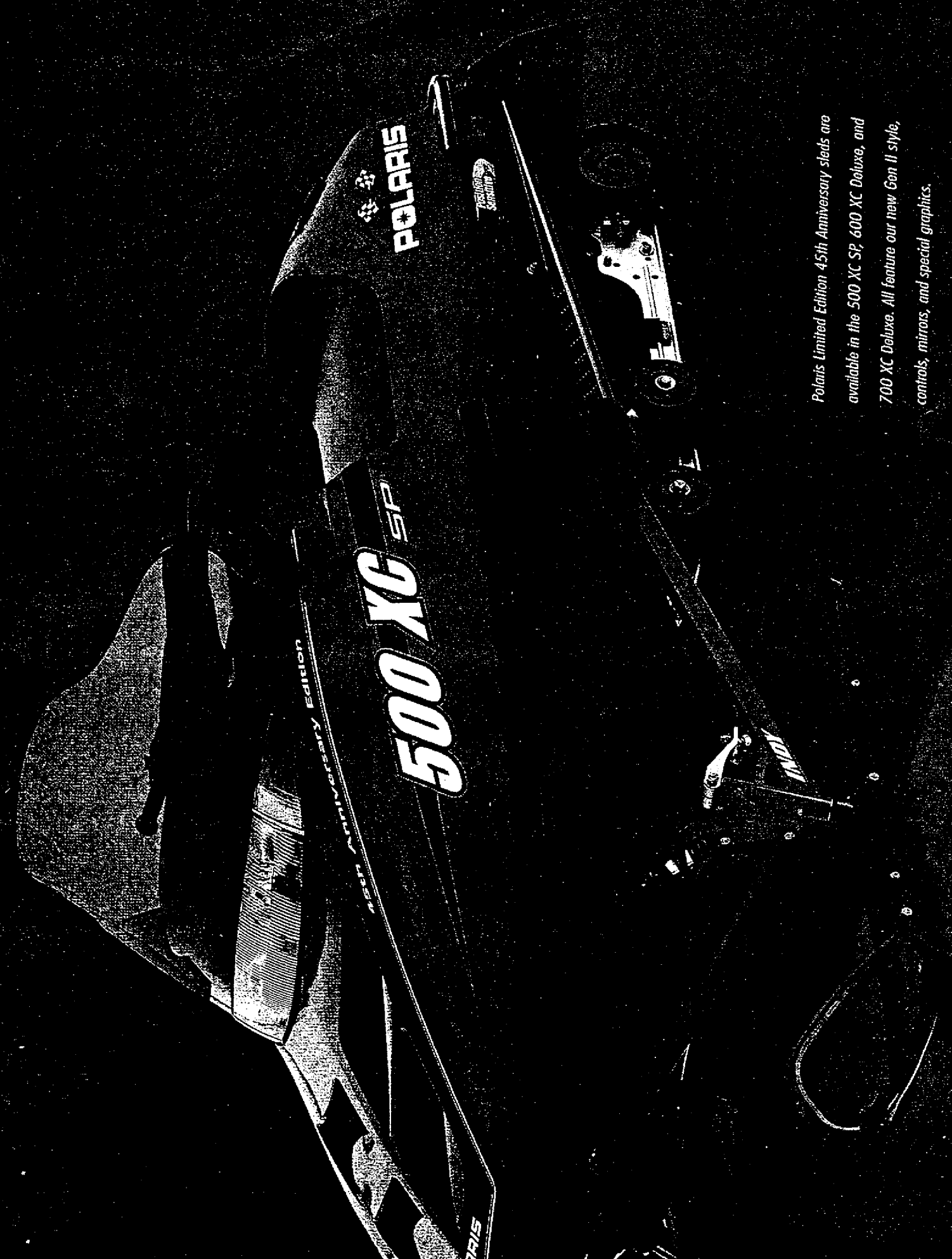
*mirrors, and 45th Anniversary special graphics. As for power, well, when you nail the throttle, just remember where the brake is. It gives*

*you 16% better performance than last year's 500 XC SP, thanks to a new case reed 500 domestic twin with a Variable Exhaust System and rack*

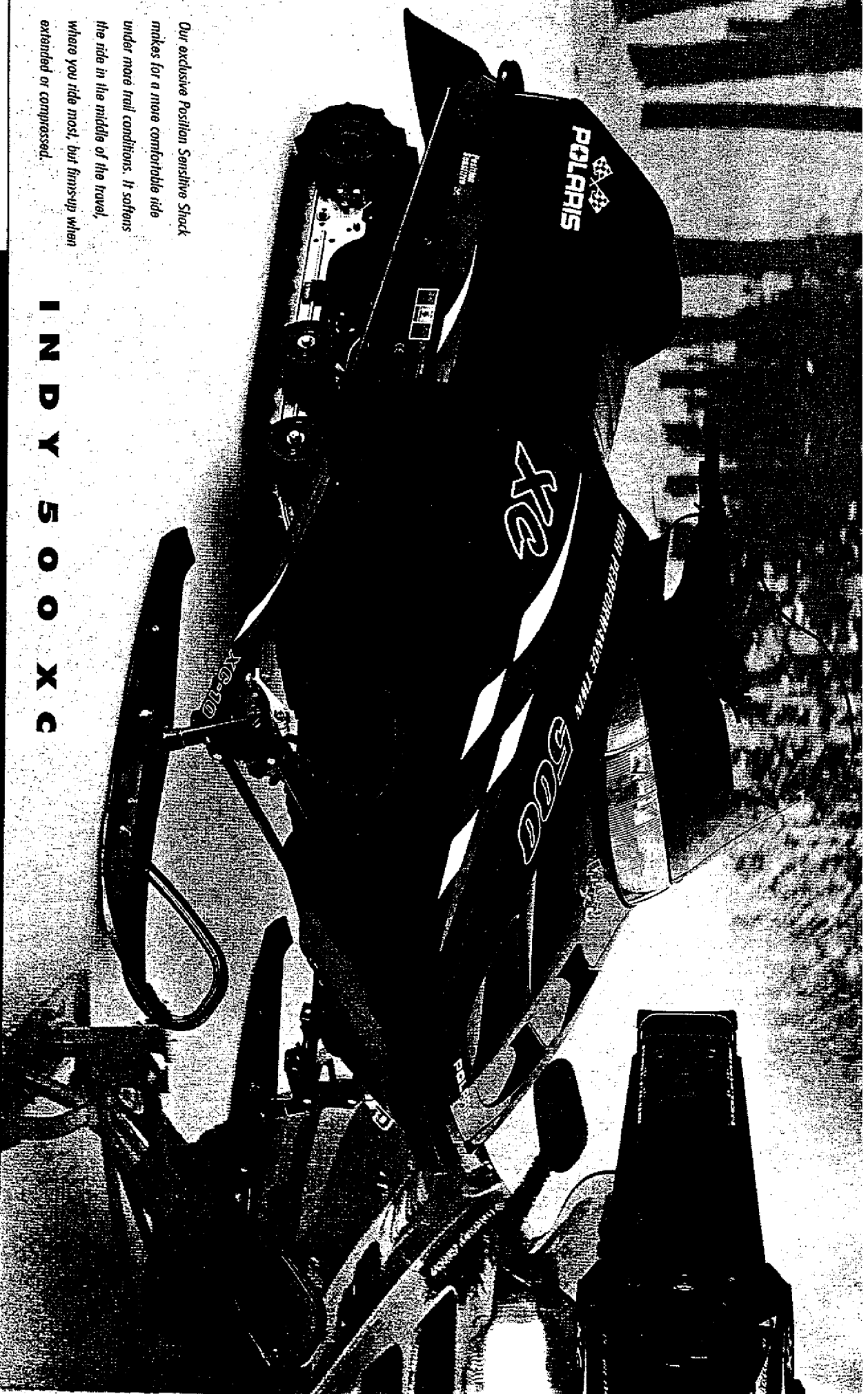
*carbs. A Throttle Position Sensor gives it outstanding reliability. We've added a new performance seat, larger 12 gallon fuel tank, and low octane fuel*

*switch. Also, a wider 42.5" ski stance accompanies a superior Indy XC-10 front suspension, Polaris Position Sensitive*

*Fox™ rear shock and Fox® II S shocks. Yes, it might be our anniversary, but we're giving you all the goods.*



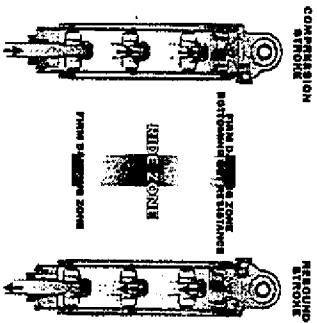
Polaris Limited Edition 45th Anniversary sleds are available in the 500 XC SP, 600 XC Deluxe, and 700 XC Deluxe. All feature our new Gen II style, controls, mirrors, and special graphics.



*Our exclusive Position Sensitive Shock makes for a more comfortable ride under more trail conditions. It softens the ride in the middle of the travel, where you ride most, but firms-up when extended or compressed.*

## INDY 500 XC

*Our 500 XC can take you anywhere and always brings you back, with our proven, powerful case reel twin 500 engine. This year it has a wider 42.5" ski stance, a brighter headlight, and our exclusive inde-adjustable Indy Select IFS shocks. It also comes with the exclusive Position Sensitive Fox™ rear shock. One of the reasons why SnowTech magazine calls the 500 XC's XTRA-10 rear suspension the best overall stock rear suspension.*





*Tipped-in Trailing Arms help you ride with more control and a lot more confidence. Together with the XC-10 front suspension, they put more of the ski in contact with the trail while cornering.*

## INDY 600 XC SP

The 600 XC SP's throttle churns out more excitement this year. Largely because it gets more horsepower from a new lighter weight 600cc domestic case read twin, Variable Exhaust System, and new Mikuni® flared carb. We've also given it a wider 42.5" independent front suspension, a new performance seat, and larger 12 gallon fuel tank. Look for it with our Indy XC-10 front suspension and 10.2" of rear travel combined with our exclusive Position Sensitive Fox™ rear shock. Then take it out to beat the pulp out of a gust of wind or two.





## I N D Y 7 0 0 X C S P

*What can be said about the 700 XC SP with its durable, high-performance, domestic liquid-cooled engine?*

*How about that it's The 1999 Sled of the Year. That's what SnowGoer magazine said. And normally that would be*

*enough to rest on. Right? Not for us. This year, we've made improvements, like putting a quiet sound package under the hood, giving it a brighter*

*headlight, new performance seat, and larger fuel tank. Up front, it has a wider 42.5" ski stance to take advantage of its Indy XC-10 front*

*suspension with tipped-in trailing arms. Also, the star features from '99 return: The Polaris Position Sensitive*

*Fox™ rear shock, Fox™ front shocks, and the high-performance, 700cc liquid-cooled twin. Can you say 2000 Sled of the Year?*





# INDY 800 XCR

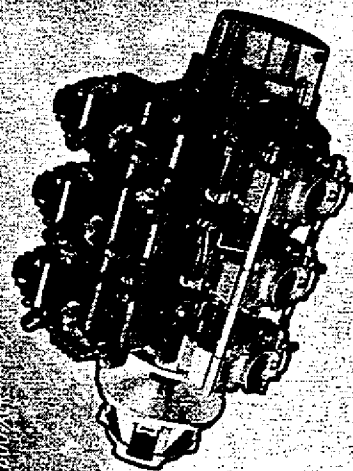
There are six good reasons why the 800 continues to push performance levels into the new millennium: the Triple Cylinder and Triple Exhaust. In addition, it's approximately

20 lbs. lighter in the Gen II class, comes with easier to use controls, a new, high performance, liquid-cooled disc brake and the Indy XC-10 front suspension with tipped-in

trailing arms, CRC, and 10" of travel. Our unique Triple Cylinder Variable Exhaust System, incorporates both the main and subport exhausts. And with the Throttle Position

Sensor, water temperature sensor, and low oil switch, it's now a fully featured, technically advanced machine. The highest production 800 motor ever.

The Triple Cylinder, Triple  
Exhaust, Triple Exhaust, Triple  
New 800 XCR





800 XCR

VARIABLE EXHAUST

POLARIS

XTRA-10

XCR-10

WINTER'S MORE FUN WHEN YOU BRING

SOMEBODY ALONG. AND THIS YEAR, MANY OF

OUR TWO-UPS PROMISE MORE PERFORMANCE,

FUEL ECONOMY AND A FEW MORE SURPRISES. THE

2000 SLEDS FEATURE THE NEW GEN II STYLING

AND CONTROLS AND A NEW HI-PERFORMANCE

BRAKE THAT PULLS NEARLY 60% EASIER. OUR

DELUXE TOURING PACKAGE FEATURES A SINGLE

LEVER BRAKING AND SHIFTABLE REAR HILL DESCENDER.

PASSENGER GRIPS, OVERSIZED INSTRUMENT CLUSTER

AND, WITH 1400 CC COOLED MODELS, A NEW

VISIBILITY PACKAGE WITH FRONT AND REAR WIND

SHIELDING AND A NEW 1000 CC COOLED MODEL.



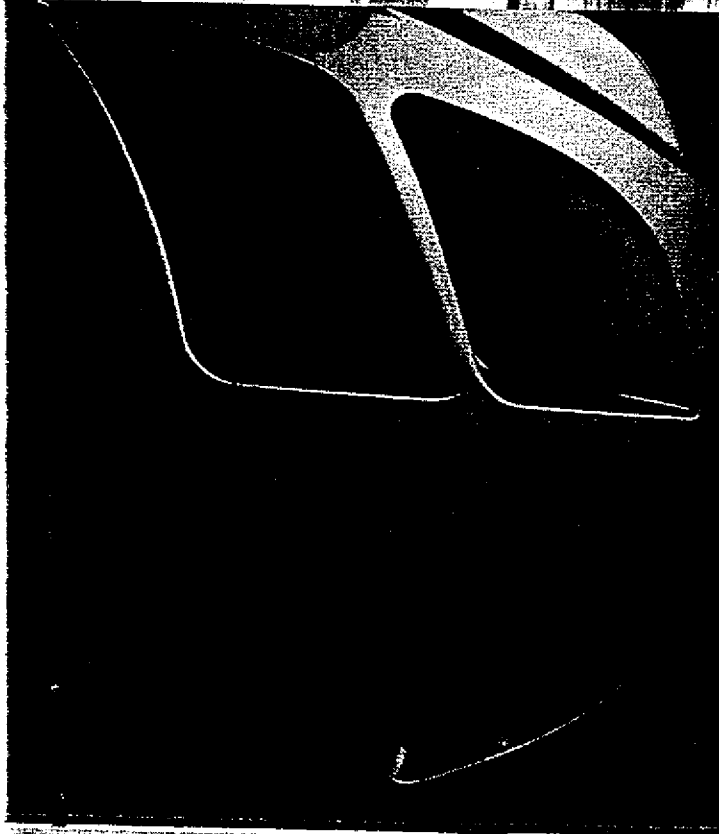
IT'S TIME TO PLAY

IN THE SNOW

AVAILABLE



TWO - UP



# INDY 600 TOURING

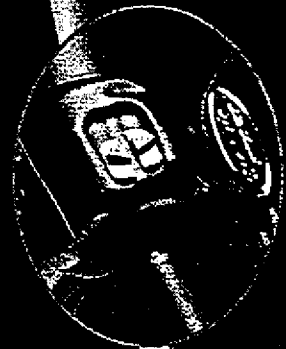
Welcome to the fast lane of Touring. The new, lighter 600 Touring releases approximately 15% more horsepower this year. It showcases our newest domestic twin case reed engine with Variable Exhaust, with improved fuel economy at trail riding speeds. It also has a new hi-performance disc brake and the Indy XTRA front suspension for unsurpassed handling.

Other amenities include an electric start, reverse, composite skis, a plush Indy XTRA-12 rear suspension with 12" travel and Indy XTRA IFS with 9.5" of travel.

Put simply, it keeps you chasing horizon after horizon.

Our Deluxe Touring Package gives you a single lever fully adjustable backrest, adjustable passenger grips, oversized in-seat storage. On liquid-cooled models, it also features a high visibility backrest light, hand wind protectors, and heated passenger grips.

Even tight handlers will appreciate this feature. Left-hand controls make your ride more comfortable and just as thrilling.



## INDY CLASSIC TOURING

*The liquid-cooled 500 Classic Touring is now even classier, with new Gen II body style and controls. We've added the new hi-performance disc brake this year, too. Popular returning features include the deluxe touring package, electric start, reverse, composite skis, mirrors and the*

*XTRA-12 suspension with 12" of travel under you and 10" up front.*



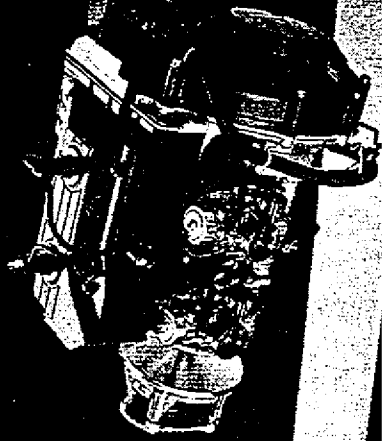




## INDY TRAIL TOURING

Our Trail Touring slingshots ahead this year, with the addition of our more fuel efficient and powerful 550 fan-cooled, cylinder reed powerplant. It also carries the new Gen II body style and controls mirrors, which feature a new hydraulic disc brake and comes standard with a great two-up touring package, electric start, reverse, and the EXTRA IFS with 42.5" skis.

Our fan-cooled, cylinder reed 550 engine with improved fuel economy puts a lot more horses under the hood of our Sport Touring and Trail Touring sleds this year.



## INDY SPORT TOURING

Our Sport Touring is so much more powerful. It jumps into a new class this year. We've given it our cylinder head 550 fan engine. It also has a new 136 track for better traction and new XTRA-10 rear suspension with 9.5" of travel. Like last year, it still sports a lot of extras like upright position, bar (easy low oil fill), 5" speedometer, mirror, reverse, a 41" ski stance and a torsion bar.

## INDY WIDETRACK LX

The WideTrack LX has a reputation for being the hardest working sled on snow. This year it works even harder, with new wide ski skins for better flotation and handling. It has a brighter headlight. And still carries the reliable 408cc liquid-cooled engine, along with hi-lo transmission with reverse, electric start, and a 20" x 156" track designed for unequalled performance.



UP HERE, YOUR LUNGS WILL GIVE OUT  
BEFORE YOUR  
SLED DOES.



NO AIR? NO PROBLEM. YOU'VE GOT ONE OF

THE POLARIS MOUNTAIN MACHINES, THE BEST

SELLING MOUNTAIN MODELS IN THE BUSINESS.

THIS YEAR THERE ARE IMPROVEMENTS THAT

MAKE THE HIGH LIFE EVEN BETTER. ON MANY

MODELS, WE'VE ADDED HIGHER HANDGARDS

MOUNTAIN BARS, HOOKS AND THE

FIRST OFF-SET SKIS. ON SOME MODELS EVEN

YOU TO QUICKLY ADJUST

38.2" TO 39"

HILTI

GRIP

YOU HAVE A NEW UNIQUE

Liquid-cool



D E E P S N O W





## INDY 800 RMK

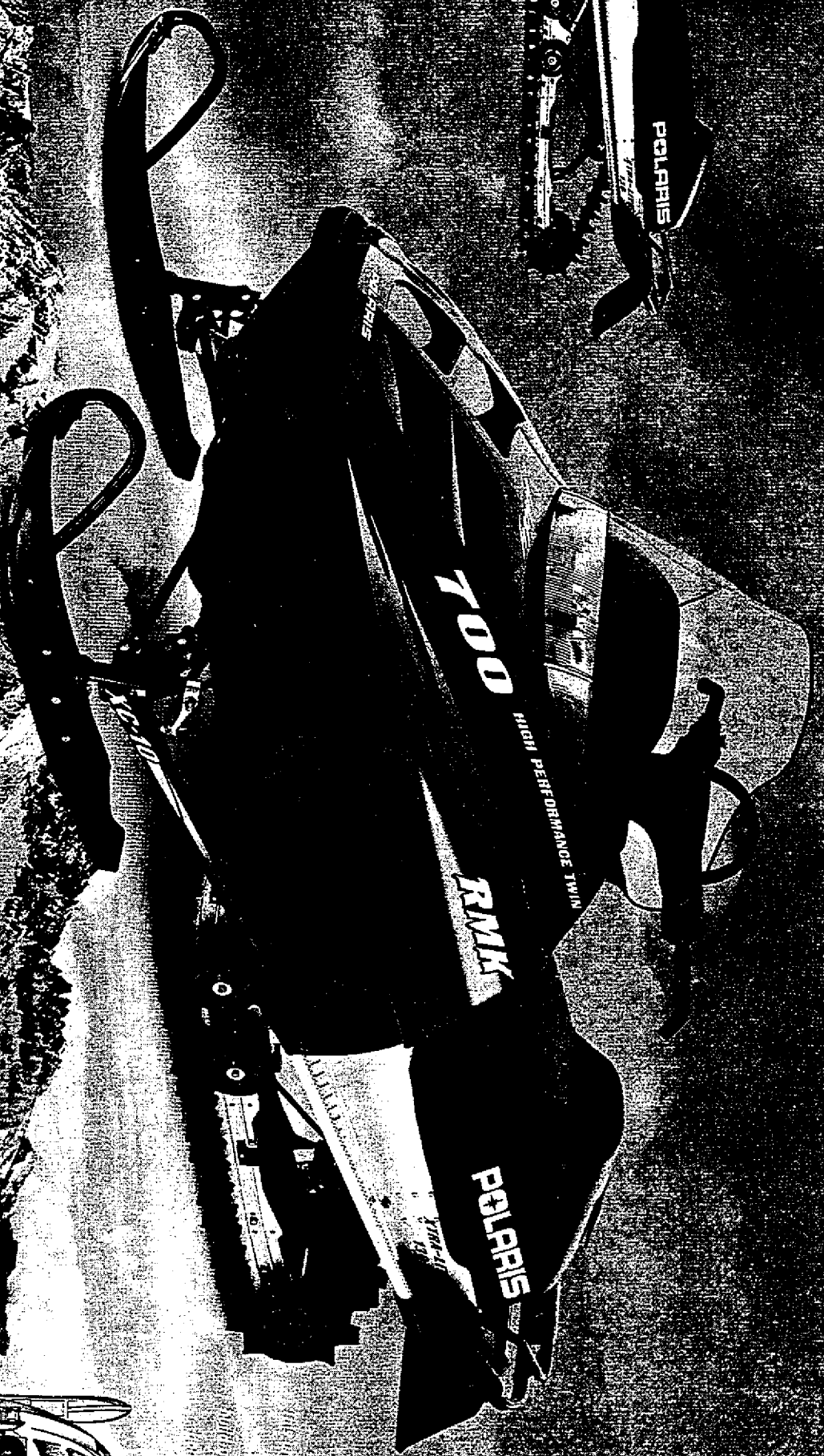
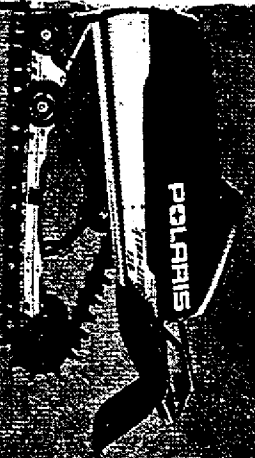
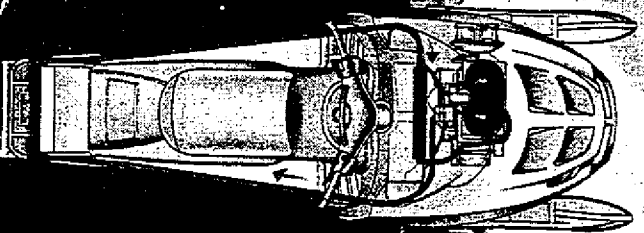
Our new aluminum rails and sled  
aligns reaches a new peak in mountain  
sled technology, pounding slopes with  
unmatched power and control.

The only thing that compares to the brand new 800 RMK is a Rocky Mountain ram on steroids. The perfect blend of power and maneuverability. It combines our new case read, domestic twin 800 engine and 40mm Mikuni® flat-slide carbs with a low octane fuel switch, Gen II styling and controls, higher handlebar with mountain bar and hooks, and an adjustable ski stance. The skis are also 1/2" narrower outside and 1 1/2" wider inside, for improved sidehilling and flotation. It even has a tunnel roll gripper/de-icer cooling system, 24 deep tunnel tracks, 100mm suspension, 100mm suspension with 12" of travel.



# INDY 7000 RMK

The 700 RMK, SnowWest's '98 and '99 Mountain Muscle Sled of the Year, is still the king of the hill. And this year it has a higher handlebar with mountain bar and hooks, new off-set skis, the Indy XC-10 front suspension and a quiet sound package that doesn't sacrifice performance. You'll also find a new XTR4-like rear suspension with 12" of travel, a new performance seat, larger fuel tank, adjustable ski stance, 1.75" or 2" deep lug track, new tunnel roll boot gripper/decibel-reducing system, and the new twin cylinder with Altitude Compensating Carburetors. As if all that wouldn't help you reach the high mark, it's also 16 lbs. lighter this year.





## INDY 600 RMK

SnoWest magazine named the 600 RMK the '98 and '99 Mountain Sled of the Year. Now for 2000, it's

even better. Following in the tracks of its big brothers, it too features a higher handlebar, mountain bar

and hooks, unique off-set skis, quiet sound package, Altitude Compensating Carburetors, and the

XTRA-Lite rear suspension with 12" of travel. We've also given it a new performance seat

with a larger fuel tank, adjustable ski stance, our new tunnel roll boot gripper/de-icer

cooling system, a 1.75" deep lug track, and it's 16 lbs. lighter.

## INDY 500 RMK

Our new, 12 lbs. lighter 500 RMK has a lot to brag about

on its way to the summit. Its new 500 case reed twin with

approximately 18% horsepower improvement and a 136"

track with 1.5" deep lugs powers it up the hill. It rides

easier with a higher handlebar, new Gen II styling

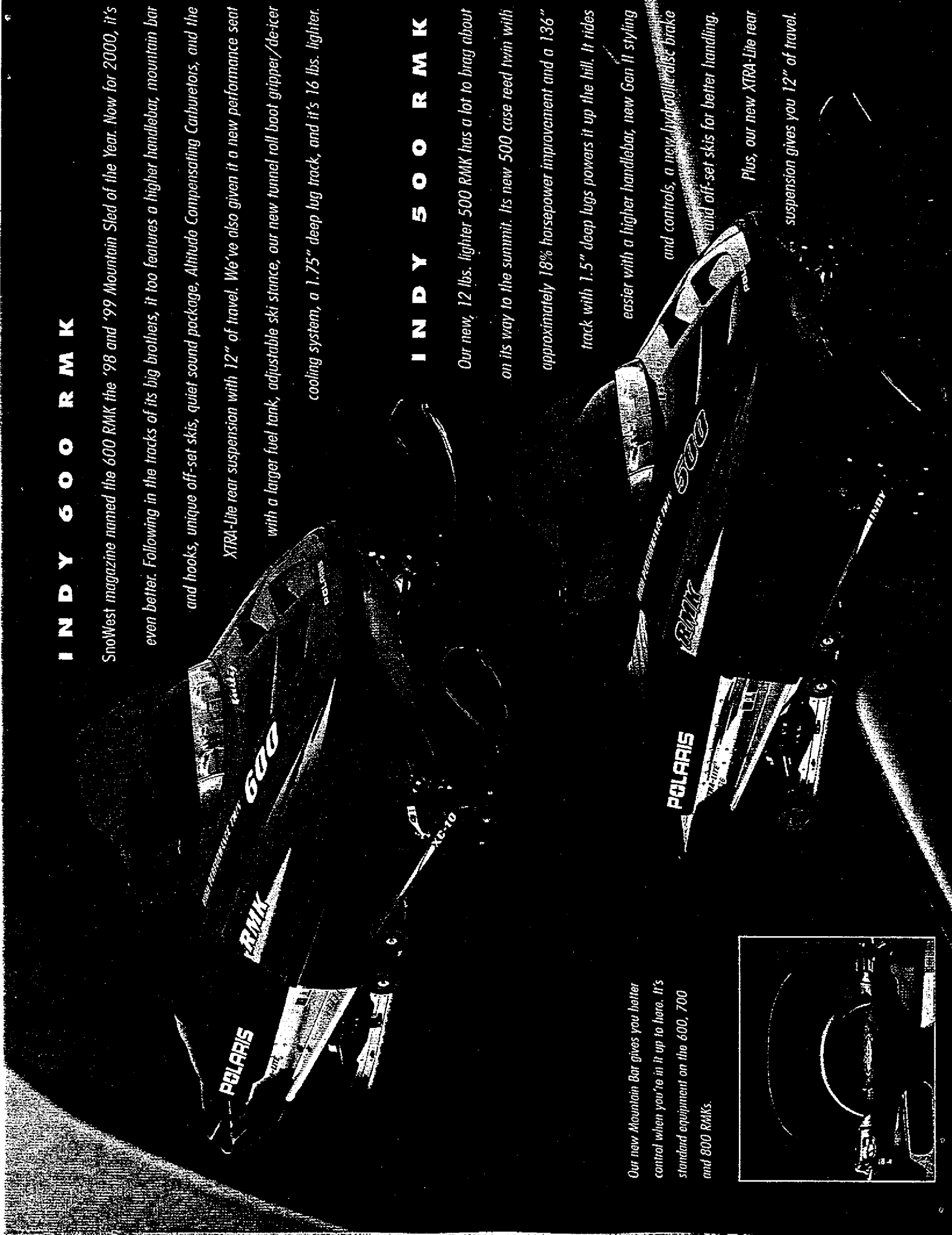
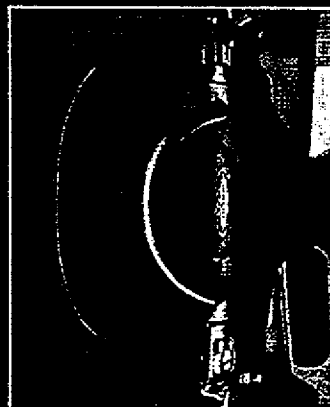
and controls, a new hydraulic disc brake

and off-set skis for better handling.

Plus, our new XTRA-Lite rear

suspension gives you 12" of travel.

Our new Mountain Bar gives you better control when you're in it up to here. It's standard equipment on the 600, 700 and 800 RMKs.



## INDY 700 SKS

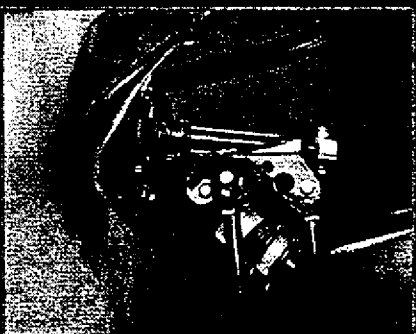
The list of things that makes our case reed 700 SKS popular with its fans just got longer. It has a higher handlebar this year, and quiet sound package. The new Indy XC-10 front suspension, the Controlled Roll Center handling package, and a 42.5" ski stance.

## INDY TRAIL RMK

The Indy Trail RMK reminds the deep snow favorite among fan-cooled fans. This year it has a higher handlebar for better control. The powerful 550 cylinder reed engine is standard, with Altitude Compensating Carburetors, 1.25" deep lug track and a rotated chain case to keep your center of gravity low.



This year, the ski stance adjusts on many RMKs. It lets you sidehill better and lets you customize your ride to varying conditions.



SOME PEOPLE DREAM  
IN JUST WHITE.



FORGET ABOUT THE WHITE STUFF.

COLOR. FOR THE TRUE SLED ENTHUSIAST.

THE WHITE STUFF IS BEAUTIFUL ENOUGH.

RIDE OUR 500 CLASSIC, 45TH

ANNIVERSARY, 600, OR 700 XC DELUXE.

AND YOU'LL SEE WHAT WE MEAN. THEY

HAVE THE POWER TO PROPEL YOU

THROUGH WINTER WONDERLANDS.

WITHOUT FORGETTING CREATURE COMFORTS.

  
**POLARIS**

*Powered by*

**T R A I L   L U X U R Y**

700 XC

POLARIS



## INDY CLASSIC

The liquid-cooled 500 Classic returns with a new look, lighter weight, and a new attitude this year. Along with its 488cc liquid-cooled heart, it features our new Gen II styling and controls, electric start, reverse, electric fuel gauge, and a new hi-performance disc brake that is nearly 60% easier to pull. It also has the XTRA-12 front and rear suspension and composite skis with E-Z Steer carbide runners for effortless steering.

POLARIS

500 CLASSIC

## 45TH ANNIVERSARY INDY 600 XC DELUXE

One of our 45th Anniversary special limited edition models, the 600 XC

Deluxe is specially prepared to hurl you into the next millennium. It

features our high-performance 600 case reed twin engine. Then it

sports the 45th Anniversary package graphics, tipped-in trailing arms,

the Controlled Roll Center handling package

(CRC), a quiet sound package, reverse,

electric start, electronic fuel gauge, larger fuel tank,

and new performance seat, too.

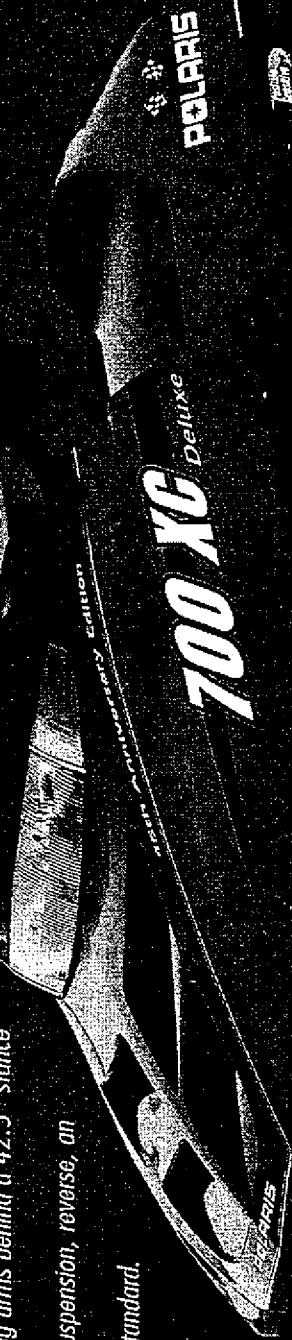
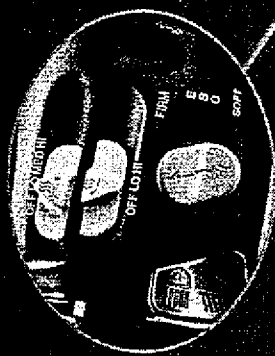
600 XC  
Deluxe

POLARIS

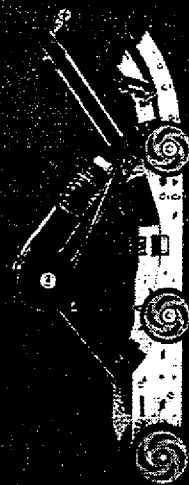
# 45TH ANNIVERSARY INDY 700 XC DELUXE

The 700 XC Deluxe is also appropriately one of our 45th Anniversary models. It's completely new for the year 2000. And it completely dominates everything it meets on the trail. Equipment includes our exclusive driver controlled electronic adjustable shock, new Gen II body with 45th Anniversary package graphics, a new quiet sound package, and cross road 700 domestic twin engine. Handling the power is also easy, with tipped-in trailing arms behind a 42.5" stance on composite skis. And XTRA-12 rear suspension, reverse, an electric fuel gauge and mirrors are all standard.

Only on the 700 XC Deluxe, this handlebar switch lets you adjust the compression damping on our exclusive electronic front track shock by up to 600%. Instantly, you're perfectly tuned to conditions, for maximum handling and comfort.

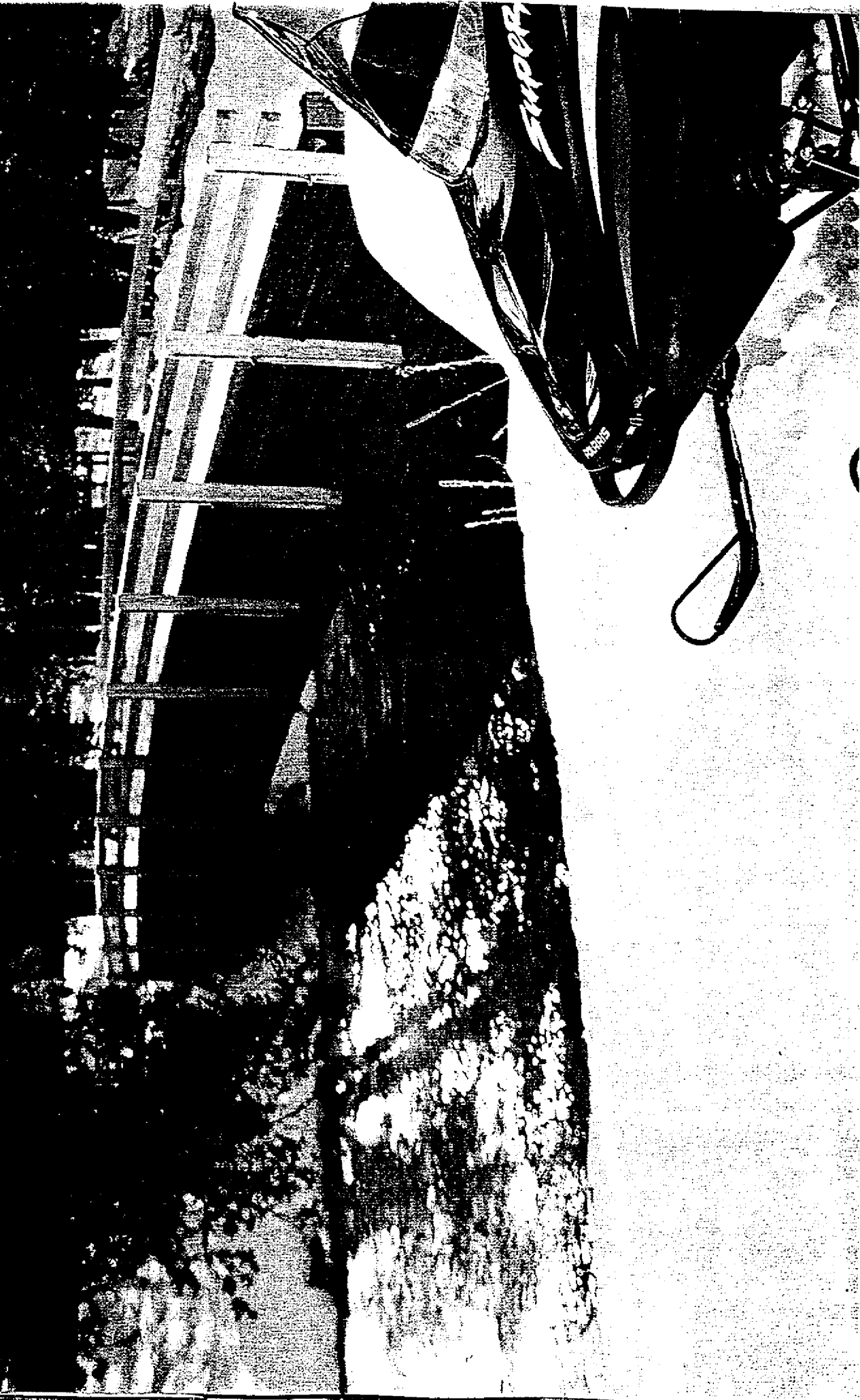


Push XTRA-12 suspension is the way to ride in comfort. It gives you a full 10" of travel up front and 12" fully coupled in the rear. Front and rear shocks let you adjust the ride just the way you like it.





IT'S WINTER. THE DAYS ARE SHORTER.  
MAKE THE MOST OF THEM.



THE DAYS ARE SHORTER, SHADOWS ARE

LONGER AND WHAT'S KEEPING YOU

LOCKED-UP

HOUSE ANYWAY? JUMP

ON A POLARIS AND WIN THE DAY.

NIMBLE AND QUICK YOU

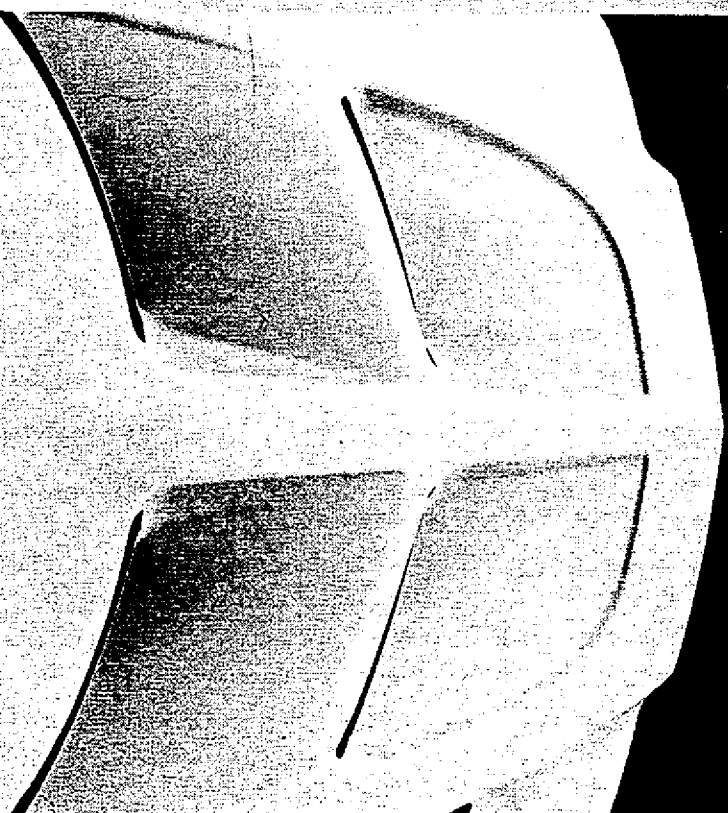
POLARIS

WINTER TEMPERATURES, WE'VE

ATMOSPHERE

MODELS

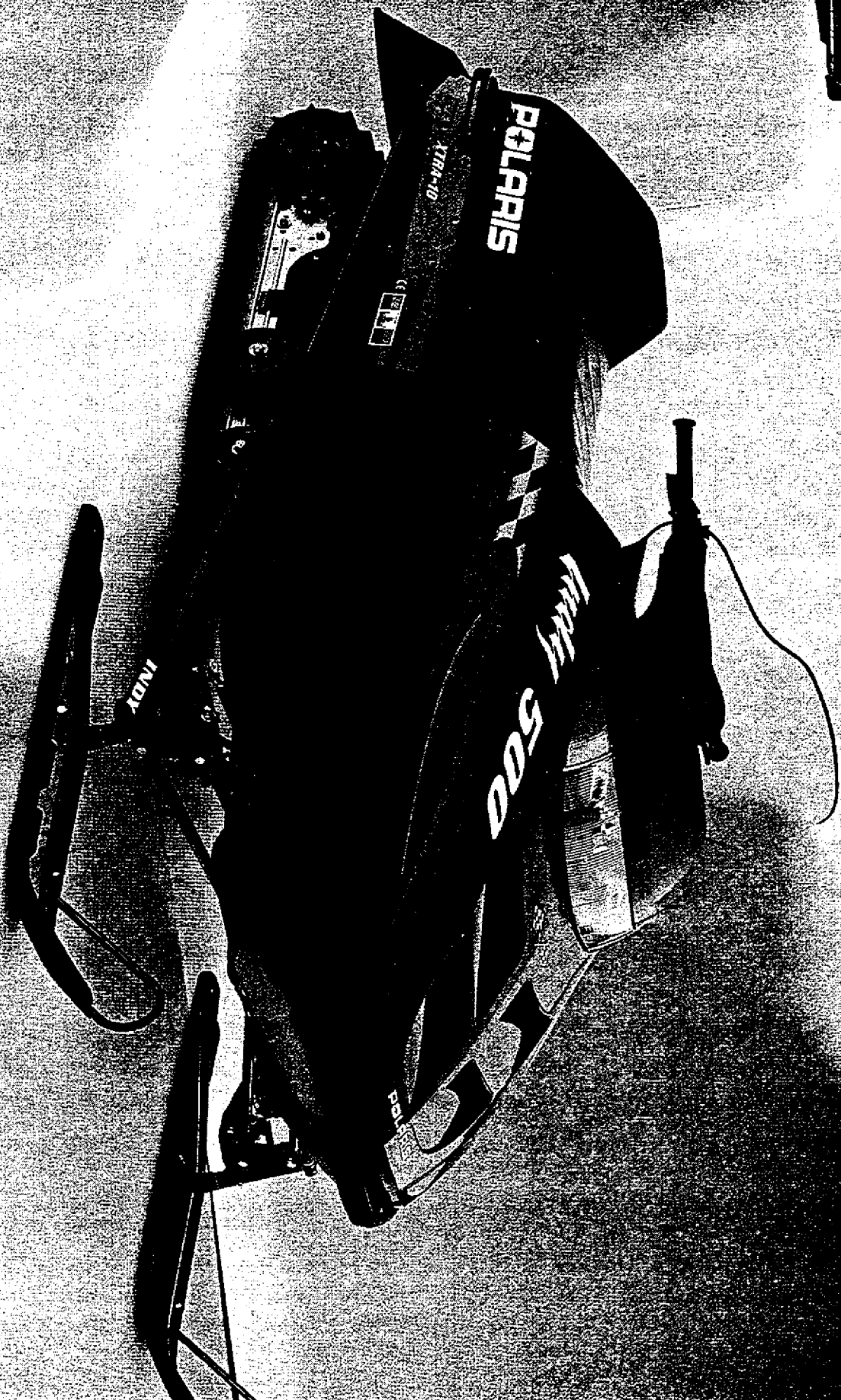
TRAIL SPORT





# INDY 500

With a new, high-torque, 100-hp engine, the Indy 500 is the most powerful open-wheel race car in the world. It's also the most technologically advanced, with a new suspension system that gives it more control, traction and top speed.







# INDY SUPPLY SOURCE

# INDY SUPER SPORT

travel and 10.2" of rear travel.

# INDY SUPER SPORT (color option)



## INDY 340 DELUXE

Once again, the Indy 340 Deluxe is the lower cost, fully featured snowmobile. Its 17.0 cc. twin, travel giving it an incredible ride for an entry level snowmobile. It's also the only snowmobile with a steel engine skis, which are standard.





## TRAIL SPORT

\*Standard length on White Super Sport. Long length on Rigel Blue Super Sport

To complete your Polaris experience, check out our genuine Polaris Parts, Garments & Accessories catalog at your local Polaris dealer.

In 1954, Polaris Industries Inc. began marketing snowmobiles and firmly established its reputation for quality, innovation and customer satisfaction. Today, at over \$1 billion in sales worldwide, Polaris has corporate and sales offices in Minneapolis, a wholly owned subsidiary in Winnipeg, Canada and engineering, manufacturing and distribution facilities in Minnesota, Iowa, Wisconsin and South Dakota.

Snowmobilers who ride the best have chosen Polaris for more than four decades. Innovative features and leading-edge engineering have made Polaris the overall leader since the company's first sled broke trail.

Independent Front Suspension (IFS), long travel rear suspensions, progressive comfort features, and superior engines have forged the Polaris legend. After 45 years on the snow, Polaris remains the choice of those who ride the best. Since introducing its all-terrain vehicles (ATVs) in 1985, Polaris has set the



standard with innovative features and superior performance including Automatic Polaris Variable Transmission (PVT), full floorboards, and single lever hydraulic disc brakes on every Polaris ATV. 2WD and 4WD sport and utility models are

available with a choice of 2- or 4-stroke engines, and the Polaris On Demand Four Wheel Drive give 4WD & 6WD models the most traction available from an ATV & Off-Road Vehicle. For almost 15 years, those who ride the best on the job and on the trail have chosen Polaris ATVs. In 1997, Polaris created a new class of vehicle with its unique Polaris RANGER. For the hunter or sportsman, at home, on the job or on the trail, the Polaris RANGER with its side-by-side cab seating easily handles heavy work with its powerful Polaris 500



**POLARIS**

RIDE THE HASTE for your nearest Polaris dealer. Call 1-800-541-0600.

Polaris Sales Inc., 1225 Highway 169 North, Minneapolis, MN 55413. Fax: 612/335-1200. © 1998 Polaris Industries Inc.

engine, automatic transmission, and two 6-wheel-drive traction. Polaris redefined fun on the water

when it introduced its first watercraft in 1992. The finest power, performance, and comfort features



make Polaris watercraft the choice of solo riders, families and winning racers. Domestically produced 2- and 3-cylinder engines power smooth-

handling two, three and the first ever four passenger models that carry the family or tow a skier. Polaris' exclusive performance features have powered the PRO 785 to World and National Championships.

Whether headed for a checkered flag or a shore lunch, everyone riding a Polaris watercraft is a winner.

The talented team developing the new Victory motorcycle started with a clean sheet of paper.

No copying, no fake parts, no covering up the heart and soul of the bike.



As the V92C hit the streets in 1998, its big 92-cubic-inch V-twin engine stands proud and in its first year was named "Best Cruiser" by Cycle World

magazine. The Victory suspension and chassis deliver responsive handling no other cruiser can match,

and the styling has "American cruiser" written all over it. It's rare to be a newcomer and a leader,

but the new Victory motorcycle is that and much more. The best way to enhance the Polaris riding

experience is with genuine Polaris garments and accessories. Polaris clothing and accessories are

developed and tested to the same rigorous standards as the Polaris products they enhance and are made

of the highest quality materials. Polaris riding apparel provides the ultimate in comfort and protection

for riders in all conditions, and stylish sportswear lets Polaris riders show they "Ride the Best."

Genuine Polaris accessories provide riders with extra comfort and add to the versatility of their vehicles.



headlight



All riders pictured are professionals. Do not attempt maneuvers beyond your capability. Always wear a helmet and other safety apparel.